Return of sick Textiles Mills to original promoters

*23. SHRI MURLIDHAR CHANDRAKANT BHANDARE:
SHRIMATI VEENA VERMA:

Will the Minister of TEXTILES be pleased to state:

(a) whether Government have decided to return a number of Textiles Mills which were taken over as sick units in different states to their original promoters;

(b) whether these units have since been taken out of the red; and if so, the State-wise details thereof; and

(c) whether the original mill owners are agreeable to taken them back; if so, the final terms and conditions, if any, settled with them for return of these mills?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) No, Sir.

(b) Out of 15 mills taken over by Central Government and at present managed by National Textile Corporation, only one mill viz. Podar Processors, Bombay, Maharashtra have been making profits.

(c) Some of the previous owners have expressed their desire to take back these mills. Government have not decided to return these mills to previous owners/management.

गंगा कार्य योजना का नाम बदलकर 'राष्ट्रीय नदी कार्य योजना' रखा जाना

*24. **श्री अजीत जोगी:**
श्री विठ्ठलराव माधवराव जाधव:

क्या **पर्यावरण और वन** मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार गंगा कार्य योजना का नाम बदलकर "राष्ट्रीय नदी कार्य योजना" रखने का विचार रखती है;

(ख) यदि हां, तो उसका ब्यौरा क्या है;

(ग) इस संबंध में आठवीं पंचवर्षीय योजना में शामिल किए गए प्रस्तावों का ब्यौरा क्या है; और

(घ) क्या अन्य नदियों अर्थात् नर्मदा, महानदी, गोदावरी आदि को भी इस योजना में शामिल किए जाने का विचार है?

मानव संसाधन विकास मंत्री (श्री अर्जुन सिंह): (क) से (घ) गंगा कार्य योजना के अनुरूप ही एक राष्ट्रीय नदी कार्य योजना कुछ प्रमुख नदियों के प्रदूषित क्षेत्रों में प्रदूषण के निवारण के लिए तैयार की जा रही है। इस संबंध में ब्यौरा तैयार किया जा रहा है। गंगा कार्य योजना का विलय राष्ट्रीय नदी कार्य योजना के अनुमोदन हो जाने के पश्चात् उसमें कर दिया जाएगा।

Requirement of wagons for transport of goods

*25 SHRI SUSHIL KUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state:

(a) the details of requirement of wagons for transportation of goods at solapur Railway Station during 1992-93 together with the month-wise supply of wagons till Septemeber, 1992;

(b) the reasons for the short supply of wagons particulary for the transhipment of perishable goods which leads to national loss; and

(c) the steps proposed to be taken to increase the supply of wagons to this important industrial city in Western Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Requirement of wagons for transportation of goods at Solapur Railway station from April' 92 to Sept.'92 was 1579 wagons. Details of monthwise requirement and supply of wagons till Sept.'92 are given below:

Month	Opening balance of indents	Fresh Indents	No. of wagons loaded	Closing balance of indents
April' 92	112	236	308	40
May' 92	40	136	172	2
June' 92	2	92	91	3
July' 92	3	398	85	301
Aug.' 92	301	407	602	105
Sept.' 92	105	216	321	Nil

During the six months period indents for 18 wagons were cancelled by the indentors.

(b) There is no loading of perishables at Solapur in wagons loads for movement by goods trains. Perishables Offered as percels at Solapur are mainly moved by passenger carrying trains. Supply of wagons at Solapur for transportation of goods in block rakes is satisfactory but there is delay in meeting the demand for piecemeal supply of wagons.

(c) At the end of October, 1992 there was no demand of wagons pending and all demands in Sept., 92 and October, 92 were fully met. Every effort is made to supply adequate wagons at Solapur where the indents are registered for train loads.

Growth of handloom sector

*26. SHRI SURESH KALMADI: Will the Minister of TEXTILES be pleased to state:

(a) whether Government have taken any steps for the all round growth of the handloom sector in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF TEXTILES (SHRI ASHOK GEHLOT): (a) Yes, Sir.

(b) The ongoing plan schemes implemented during the Seventh Plan have been suitably revised wherever necessary and a number of new schemes like margin money for destitute weavers, intergrated handloom village development scheme have been approved for implementation during the Eighth Plan. With a view to protect and promote the handloom sector and improved generation of employment to handloom weavers, a substantially higher provision of Rs. 300 crores is envisaged during the Eighth Plan for the Plan schemes.

इंडियन रेलवे फाइनेंस कारपोरेशन द्वारा बैंकों में जमा कराई गई धनराशि

*27. **श्री राम जेठमलानी:**
डा० जिनेन्द्र कुमार जैन:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि इंडियन रेलवे फाइनेंस कारपोरेशन ने सिटी बैंक, युनाइटेड कमर्शियल बैंक और कैनबैंक फाइनेन्सियल सर्विसेज लिमिटेड में एक बड़ी धनराशि जमा कराई थी;

(ख) यदि हां, तो 1990-91 और 1991-92 के दौरान वर्ष-बार इस निगम ने इस वित्तीय संस्थाओं में कितनी-कितनी राशि जमा कराई थी;

(ग) क्या इन सभी वित्तीय संस्थाओं ने इस निगम को देय राशि का पुन: भुगतान कर दिया है;

(घ) यदि नहीं, तो वह राशि कितनी है जिसे निगम के आग्रह के बावजूद इन संस्थाओं द्वारा उसे सितम्बर, 1992 तक वापस नहीं किया गया है; और

(ङ) क्या यह भी सच है कि आर्थिक अभाव के कारण कोंकण रेल परियोजना के समय पर पूरा हो पाने की संभावना नहीं है?